

REPORT

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SUPPLEMENT TO
REPORT NO. 640954

THIS IS UNEVALUATED INFORMATION

5. It was determined on 23 June 1954, that the ~~bridge~~ bridge over the Oder River near Frankfurt has an over-all length of 575 meters and has seven spans, four of which are on German and two on Polish territory. The fifth span in a length of 82 meters will cross the river. The four spans on the German side of the river were completed; on the Polish side two spans had been planked so that concreting work could be started. Preparations for the erection of the scaffold for the middle ~~span~~ span under way. The bridge has been designed wide enough to carry two ~~lanes~~ lanes. For the time being ~~the~~ the eastern lane was ~~to be~~ built. Work on the section of ~~the~~ the end of the old autobahn and the autobahn bridge ~~was~~ under way. The bridge in this sector (bridge No 5) has not yet been built. It was believed that the autobahn

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SECRET/CONTROL [REDACTED]

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the highway linking the bridge and the old autobahn. Construction work was conducted by German workers only. The construction site on the Polish side of the river had been surrounded by a board fence so that German workers had no immediate access to Polish administered territory. A Soviet battery of 37 mm AA guns was emplaced near the bridge. Additional AA guns were emplaced in the Losower Berge (Hills) area.²

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6. The superstructure of the autobahn bridge over the Elbe River near Dessau was scheduled to be completed by late June 1954. The individual bridge section which must be floated into place were completed in late May. Water depths of up to 1.65 meters are required for the floating into place of the prepared bridge sections. In June, the depth of the Elbe River was below 1.65 meters.⁵

1. [REDACTED] Comment. The reconstruction of bridges over the Oder and Meisse River has been given priority in the construction program of the GDR State Secretariat for Motor Traffic and Roads. There is no doubt that this work has been pushed by the Soviets for military reasons. Work on the reconstruction of the road bridge at Muskau was started in 1954. The completion of the bridge was delayed by a shortage of materials and money.

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2. [REDACTED] Comment. Construction work on the autobahn bridge near Frankfurt/Oder was started in 1952. On 31 May 1954, the superstructure of the bridge was completed 44 percent, the substructure 34 percent and the foundations 80 percent.

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3. [REDACTED] Comment. The scheduled 1955 road bridge construction projects envisaged an outlay of 33.3 million DM. The continuation of bridge construction projects started before 1955, will make it necessary to increase this sum considerably. It appears improbable, however, that the GDR will be in a position to spend this money on bridges. Detailed information on the 1955 road construction program is not yet available. There are indications that the 1954 road and road bridge construction program will not be fulfilled.

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4. [REDACTED] Comment. The order for the construction of these roads has been given by the Ministry of the Interior. KVP headquarters and agencies are scheduled to move to the Strausberg area.

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5. [REDACTED] Comment. This information relates to the construction of an autobahn bridge over the Elbe River near [REDACTED]. The project was included in the 1954 road bridge construction program and the bridge is scheduled to be completed in 1955. On 31 May 1954, the superstructure of the bridge was completed 52 percent and its substructure and foundations have already been completed.

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